

Automobile News

Economy of Motor Trucking

Although it is estimated that \$1,200,000 will be expended for motor trucks in the next ten years, the possible factors of economy of motor trucking are incalculably larger than the costs of the trucks, asserts M. L. Pulos, general manager of the Federal Motor Truck Company. He says that the cost of spent in New York city alone for trucking goods with horses. And we know from experience that a considerable part of this huge sum could be saved by economical motor trucking. Saving in the cost of delivery and distribution would naturally mean a reduction in the price of goods, and the cost of living will undoubtedly be less as the use of motor trucks increase throughout the country.

"It has been carefully figured that 500,000 motor trucks are going to be purchased by American business houses during the next decade. There is room for a thrill when we realize that the amount to be expended for this delivery equipment would actually buy all the clothing the motor trucker wears for a year and would almost cover the cost of all the food consumed in the United States during 12 months."

New Auto World's Records.
Officials of the Sheepshead Bay Speedway Corporation who went to Chicago to watch the running of the 500 mile motor derby, brought back enthusiastic reports of the wonders of the speed realizations and possibilities of wood surfaced automobile race courses. They say they laid out that the winner, averaged nearly eight miles an hour faster than De Palma's world record at Indianapolis the exact figures being 71.8 as against 68.4, meant much, but that all ten of the prize money winners should have also broken the world's record by averaging over 90 miles an hour, demonstrated the fast speed superiority of a wood surface beyond a shadow of doubt.

In the opinion of these New York racing experts there is every reason to believe that in the estimated trials for the opening race of the Sheepshead Bay Speedway on October 1, a rate of 120 miles an hour will be maintained and that a majority of the 22 cars that will be right to compete in the big race itself will show speeds of over a hundred miles an hour.

In support of this prophecy they point to the fact that the surface of the recently built Chicago course was rough as compared with the bowling alley smoothness of the Sheepshead Bay track. They say that there were many rough edges and sharp corners on the Chicago course, which were hard on tires. Running on a circular track at such terrific speed as an hundred miles an hour, the centrifugal pressure is great. Realizing this the Sheepshead Bay track builders are seeing to it that there are no surface projections to cut tires or tear them from the lugs.

Then again the race track engineers in charge of the construction of the Sheepshead Bay course are confident that its parabola curved banking will produce far higher speed results than the straight banking used at the famous Chicago. Furthermore added speed will come from the experience the drivers have gained at Chicago and the improvements in motors and gearing that will be made to meet these new and almost unexcelled high speed conditions.

Accessibility the Goal of Automobile Manufacturers.
Progress in automobile construction for the past few years has been accelerated by the demands of the superstitious buying public by those who own and drive their own cars, and by those owners who derive as much pleasure and recreation from driving for their own as they do from driving them.

First came the cry, and a just one it was, for a lighter and more economical car. This demand was promptly met by the manufacturers who have striven diligently and with untiring effort to reduce the weight without sacrificing safety.

This was only a matter of careful study of construction and metallurgy. The substitution of lighter but tougher metals where stress and strain was most. The replacing of heavy iron castings with lighter but tougher steel stampings and drop forgings.

The reducing of the weight brought about a marked economy in fuel consumption and tire expense.

The insistent call for comfortable riding qualities and appearance worthy of the investment has served further to keep the automobile manufacturer alive to these important features and their prompt response is evidenced by the trend of design for the 1915 season—clean unbroken lines, yacht line design, long wheel base, large tires and a noticeable better quality of upholstery and finish.

But—Accessibility, the one thing that appeals most strongly—the one subject which interests the prospective automobile buyer the most has—to a great extent been ignored by some manufacturers. Accessibility is the subject that appeals to the man who is going to drive and care for his own car. He wants to know how he is going to reach the grease cups—how he is going to make his adjustments—how easily and quickly he can get to the running gear if something goes wrong when he is out on the road. He wants to know how much time the average man is going to spend looking for trouble if it becomes necessary to run the car in the garage.

The "Twin Six."
Within three weeks after the Packard Motor Car Company was in a position to accept orders for the new Twin Six model, customer's specifications for more than 13,000,000 worth of cars had been received at the factory. These orders did not include the many options held by hundreds of persons who were waiting their opportunity to see and ride in the demonstrators of the local dealers. Practically all these placing orders did so without having ridden in the new car.

Motor-Cycle "Stagnation."
Baseball—in fact none of our most popular sports—never achieved any great degree of national preeminence until the "slang artists" turned their attention to the creation of a language fit to do justice to the sport in general and its various details in particular. That the motorcycle is due to share in a measure, at least, the popularity of our most popular sports is apparent from the fact that the wielders of the "funny talk" have already turned their attention to the

lower-driven cycle. Some of the terms used to denote the motorcycle by these wordy, repeating geniuses are as expressive as he is laughable. Time was when the average motorcycle rider did not know how to close his cut-out, and from this fact we see in the daily press such terms as "Pop-pop Wagon" and "Fire Cracker Cart," both descriptive of the audible sign of the motorcycle. "Gas Bike," of course, has arisen from the method of propulsion, while "Single Tracker" and "Two Wheeler" both have reference to the character of the vehicle itself. Such terms as "Chug Cycle," "Cop Provoker," "Traffic Beater" and "Dust Raiser" all exemplify the speed of the machine. In some localities it is lovingly called a "Penny Squanderer," as distinguished from the automobile which is termed a "Millionaire Breaker." The various parts of the machine itself have not escaped the attention of the word artists. The tandem attachment, for instance, is variously known as a "Flapper Bracket," "Chicken Roost" and a "Skirt Hanger," all due to the fact that it usually is the perch of some fair damsel.

Motor Overhauling.
Most owners of gasoline engines, regardless of the purpose for which they are used, know that at intervals a general overhauling is desirable. Frequently some trivial thing is the matter that if taken in time will save a vast amount of time and of expensive repair bill. One cause of trouble is worn piston rings, which, as is generally supposed, do not occur very frequently, but which result in a loss of compression which will go far in cutting down the efficiency and power of a gasoline engine. In such cases where there is a loss of compression past the piston rings the base chamber between the piston and the cylinder will be generally carbonized and will tend toward carbonization on account of the great amount of lubricating oil that works past the rings.

In the case of an automobile engine it frequently happens that the float chamber in the carburetor becomes choked with grit and dust, which, although a minor trouble, will often put the engine out of business and cause much annoyance and trouble. This trouble can be remedied permanently by making a small leather cap to fit over the top of the float chamber. This cap can be made of a small piece of chamois leather with several holes around the edge threaded with a piece of string, which, when pulled tight, keeps out all dust and grit. It will also keep the water out of the float chamber when the car is washed.

A couple of hours spent occasionally in overhauling the engine will result very probably in a saving of time and annoyance.

Fitney Express Line.
The expected development of the fitney bus invasion of Connecticut has taken the form of a fitney express line, which is to be operated between New London and Old Saybrook. The articles weighing up to five pounds the charge a five cents, and each additional ten pounds calls for another five-cent charge. The limit of weight has been set at 195 pounds, packages weighing that amount to opt the sender fifty-five cents. Glassware, crockery and other breakable articles are to be charged for at double rates.

Don't Fuss With Your Car.
The two most frequent causes of motor car trouble are lack of knowledge regarding the construction of his car on the part of the driver, and incessant tinkering," says a well-known automobile authority.

"I have found, as a general rule, that when the instructions on caring for the car are lived up to, there is little or no mechanical trouble.

"Some men simply can't keep their hands off their cars. They think they must be tinkering at them all the time. They are much like the little boy with the drum—curious to see what is inside, and like the boy with the drum, about one-half of them who find out what is inside succeed in putting the car at least temporarily out of commission.

"Every purchaser of a car, even before he takes lessons in driving should sit down and carefully read the instruction book. He should then be taught to drive by a thoroughly competent operator, and before he attempts any extensive driving or does any touring he should do considerable practicing thoroughly to familiarize himself with the characteristics of his car and the best way to handle it.

"This is not a rule for first time drivers alone. No two makes of cars, any more than any two horses, handle in exactly the same way. No matter how much experience the driver has had, he should be very gentle in his first handling of a new car and should become thoroughly familiar with its mechanism and its method of operation before he attempts extensive driving without the attendance of an expert.

"Having once mastered the mechanism of the car and familiarized himself with the best way to handle it, I advise him to leave it alone. Simply see that it is properly cleaned and lubricated. When adjustments are required have them made by an expert. If the car needs any attention and it is not possible to secure the services of an expert, study the instruction book carefully. Learn what is wrong. Don't simply start to take things off the car, hoping you will find the trouble and be able to correct it.

"Thinking never helped any automobile, and it has hurt a very great many. I have noticed that if most good automobiles are treated like the really fine pieces of machinery that they are, they will perform consistently well and give little or no trouble. The common trouble, however, of course, accidents, I have found to be really faults of the driver. He may think he is the best driver in the world. He may pride himself on the close attention and painstaking care he gives his car. Yet when trouble occurs, about ninety-nine drivers out of 100 haven't the vaguest idea as to the cause, nor the least conception of what they should do to remedy the trouble.

"My advice is: Know your car thoroughly. Then leave it alone."

King Confabination of Greece has called a royal conference for July 15. Ex-Premier Venizelos will attend.

Dr. Karl Helfferich, German Finance Minister invited finance ministers of the German States to attend a conference in Berlin on July 10.

After having been delayed by the hazing and cribbing inquiries, the summer cruise of the Annapolis midshipmen was started.

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Admission 50c to Any Part of Grounds or Stand

The Classiest Card of Speed Events Ever Staged in Connecticut
Stratford Ave. Trolley to Entrance

SCHOOL CHANGES WILL BE CONSIDERED BY BOARD

At the meeting of the board of education Monday night the committee on school houses will submit plans for the proposed changes to City Normal school in the West End. It is planned to add eight rooms on the Clinton avenue side of the school. Architect Asheim is making the plans.

BRIDGE COMMISSION WILL MEET WITH MAYOR

Tonight the members of the new Stratford Avenue Bridge commission will meet in the mayor's office and arrangements will be made to advertise for bids for the bridge. It is expected that Engineer J. E. Griener of Baltimore, Md., will attend the meeting. The mayor has a drawing of the bridge that illustrates how it will probably look when it is finished. One of the features will be rows of lights like those in the White Way.

In an address before the Anti-Saloon League convention at Atlantic City former Representative Hobson of Alabama advocated an amendment to the constitution which would make any man not a total abstainer, ineligible for the presidency.

AMUSEMENTS

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NOTICE.
Bridgeport Hydraulic Company, No. 820 Main Street.

Water rates for the quarter ending July 1st, 1915, are now due and payable at the office of the company, No. 820 Main Street. All bills must be paid on or before July 15th, 1915. Business hours on Saturdays from 8 a. m. to 12 m.
For the accommodation of the public the office will be kept open from 8 a. m. to 8 p. m. Tuesday, July 6th and Monday, July 12th, 1915.
ALBERT M. LAVERY,

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